

# Standard Rules of America

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BRILL & HEATH

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# STANDARD RULES OF AMERICA



Questions and Answers for Examination of  
Engineers, Conductors, Firemen  
and Brakemen



Compiled from Examinations.

By H. R. HEATH  
Formerly of Examining Board,  
and  
JOHN F. BRILL



As Universally Adopted and Used by the  
Transcontinental Railroads  
of America

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IT WILL BE NECESSARY FOR ANY  
PERSON USING THIS BOOK TO HAVE  
A PRACTICAL KNOWLEDGE AND UN-  
DERSTANDING OF RAILROADING.





## PREFACE.

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In the United States and the Dominion of Canada there are laws requiring railroad companies to make up trains of such a number of cars as to be readily controlled by air-brake equipment, and all trains must be supplied with automatic couplers.

As a result of these laws a vast army of employes must have a thorough understanding of the rules regulating the operation of trains. There are so many rules to be remembered by members of train crews that wrecks, causing loss of property and life, often occur through an engineer or trainman overlooking a single one of them. The marvel is that so few wrecks occur.

A man desiring employment with a railroad company must pass a rigid examination to prove his fitness in the operation of a train, and many a good man has been turned down because he could not answer the questions on the rules. Not because of ignorance, but on account of his inability to write down intelligible answers. Railroad companies are spending thousands of dollars educating their men on this subject. When an engineer and conductor are required to remember over 700 rules in a 100 mile run is it any wonder that they overlook part of them occasionally?

One of the objects of this book is to present a ready reference to all the questions and answers regarding the rules, which can be instantly turned to for an answer that is exact and to the point. Did you ever hear

a man say before taking the examination: "I would give \$10.00 if I knew what questions will be put to us?" It is rare, indeed, to find a railroad man who can correctly answer these rules; not only among the junior employes, but also the older men, managers, lawyers in the railroad legal department, superintendents or master mechanics, and nowadays the examination must be taken about once a year.

If called into court to testify in regard to an accident case, unless you can give correct answers as to the rules you may cause a severe decision against your company.

This book as a reference will prevent you from becoming "rattled," and may save your company from a disaster.

When being examined for engine and train service you should be confident of passing successfully and get promotion with flying colors.

This is the only authentic book published filling the above requirements, and giving the **questions and answers** of the **Standard Rules of America**.

Endorsed and recommended by leading railroad officials of the world.

# QUESTIONS AND ANSWERS.

---

Q. 1: Have you a copy of the rules of this company governing the employes of the operating department, and do you fully understand the provisions that relate to your particular duty?

A. Yes.

Q. 2: Do you understand that you are required to have a copy of these rules accessible when on duty?

A. Yes.

Q. 3: Where are the special instructions to be found?

A. In time table.

Q. 4: What is expected of you when the meaning of any rule or special instruction is not clear to you?

A. To apply to the trainmaster, superintendent or M. M. for instructions.

Q. 5: Do you understand that you are required to know that the cars, tools, and appliances with which, and the premises on which you work, are in a safe condition, and whether or not you may be at the time acting under the orders of a superior you must not risk your own safety or that of others?

A. Yes.

Q. 6: Do you understand that the use of intoxicants by employes while on duty is prohibited, and that their

habitual use or the unnecessary frequenting of places where they are sold, while on duty, is sufficient cause for dismissal?

A. Yes.

Q. 7: Do you understand that the use of tobacco by employes when on duty, in or about passenger stations or passenger trains, is prohibited?

A. Yes.

Q. 8: Must employes on duty wear prescribed badges and uniforms and be neat in appearance?

A. Yes.

Q. 9: Do you understand that all accidents involving injury to persons or damage to tracks, structure or rolling stock must be reported promptly by wire to the proper officer and confirmed by mail, and that in case of injury to persons the names and addresses of as many witnesses as possible must be obtained?

A. Yes.

Q. 10: Do you understand that cars must not be placed on the main track to be loaded or unloaded unless authorized so to do?

A. Yes.

Q. 11: Do you understand that wood, lumber, stone or other material must not be piled within six feet of the rails?

A. Yes.

Q. 12: Do you understand that you are required to familiarize yourself with

the location of all structures or obstructions along the line that will not clear you when on top or side of cars or engine?

A. Yes.

Q. 13: Do you understand the telegraph must not be used unless advisable in the company's interest, and that all telegrams must be brief as possible and consistent with clear understanding?

A. Yes.

Q. 14: What is a train?

A. An engine or more than one engine coupled with or without cars displaying markers, the movement of which has been authorized by time table or train orders.

Q. 15: What is a regular train?

A. A time table train.

Q. 16: May a regular train consist of sections?

A. Yes.

Q. 17: What is an extra train?

A. A train not authorized by the time table.

Q. 18: What is a section train?

A. One or two or more trains running under the same schedule, displaying green signals or for which green signals are displayed.

Q. 19: What is a superior train?

A. A train having right of track over other trains.

- Q. 20: How is a train made superior to another train?
- A. By train order or schedule.
- Q. 21: Is a train order superior to a schedule?
- A. Yes.
- Q. 22: What is superior direction and where is it specified?
- A. As specified in the time table, the direction in which regular trains are superior to trains of the same class in the opposite direction.
- Q. 23: What is a time table?
- A. The authority for the movement of regular trains, subject to rules; it contains the classified schedule of trains and special instructions relating thereto.
- Q. 24: What is a schedule?
- A. That part of the time table which prescribes the direction, class number and movement of regular trains.
- Q. 25: What is a main track?
- A. A track upon which trains are operated by time table or train orders.
- Q. 26: What is a single track?
- A. A track upon which trains are operated in both directions.
- Q. 27: What is a double track?
- A. Two main tracks, upon one of which the current of traffic is in one direction, and upon the other in the opposite direction.
- Q. 28: What is a siding?
- A. A track auxiliary to the main track, for meeting and passing trains.



Q. 29: What is a yard?

A. Tracks within defined limits over which movements may be made not authorized by time table or train orders, subject to prescribed signals and regulations.

Q. 30: How are yard limits defined?

A. By yard limit signals or yard limit boards.

Q. 31: What is a yard engine?

A. An engine assigned to yard service and working within yard limits.

Q. 32: What is a station?

A. A place designated on time table at which there is a train order office or a siding, or at which trains stop to receive or discharge passengers or traffic.

Q. 33: What is a fixed signal?

A. A signal of fixed location, having two or more indications affecting the movement of trains.

Q. 34: What is a pilot?

A. A person assigned to a train when the engineer or conductor or both are not fully acquainted with the physical characteristics or running rules of the road or a portion of the road over which the train is to be moved.

Q. 35: Has your watch been examined?

A. Yes.

Q. 36: At what time must certificates be renewed?

A. January and July.

Q. 37: At what point over section which you run are clocks designated "comparison location?"

A. As per instruction of your road.

Q. 38: When are you required to compare your watches with them?

A. Before starting on each trip.

Q. 39: Must you register the variation?

A. Yes.

Q. 40: If clock is not accessible, how will you obtain standard time?

A. From dispatcher.

Q. 41: With whom must you compare time before starting on a trip?

A. Engineers and conductors must compare time before starting on trip.

Q. 42: Must you have a copy of the current time table accessible when on duty?

A. Yes.

Q. 43: Does each time table from the moment it takes effect supersede the preceding time table?

A. Yes.

Q. 44: When a new time table takes effect how will regular trains be governed?

A. Will be governed by new time table from the moment it takes effect; a train on the preceding time table must retain its train orders and take the schedule of the train of the succeeding time table, the same number on the new time table, un-



less that train is due on the new time table to leave its initial point within twelve hours from the moment the new time table takes effect, in which case the train on the preceding time tables loses all its rights at the time the new time table takes effect, and can thereafter proceed only by train orders.

Q. 45: If No. 2 was due to leave A at 11:00 P. M., and the new time table took effect at 12:01 A. M., showing No. 2 to leave A at 7:00 A. M., and an extra west met No. 2 at D at 11:50 P. M., would the extra require help against No. 2 on the new time table?

A. Yes.

Q. 46: Would No. 2 of the old time table assume the right of No. 2 on the new time table?

A. No.

N. B.—The writer has found differences in the last three rulings. You will be required to answer according to your particular road.

Q. 47: If a regular train starts on its trip, and before completing the same a new time table took effect, what right would it have if there were no train having the same number on the new time table?

A. No right whatever as a regular train.

Q. 48: If it had the same number, but the schedule was earlier on the new

time table, how would it be governed?

A. Run as prescribed by rules, or ask for instructions.

Q. 49: If it was scheduled later on the new time table than the old one, how would it be governed?

A. Ask for instructions.

Q. 50: If a time table took effect at 12:01 A. M. January 4th, showing a new train to leave A, its initial point, at 11:00 P. M., what time could it leave A?

A. 22 hours and 59 minutes after the new time table took effect.

Q. 51: How is an extra train governed when a new time table takes effect?

A. Destroy former time table and take up the new one; run as prescribed by rules and schedules.

Q. 52: Are more than two times given for a train at any point?

A. Yes.

Q. 53: When one is given, what does it indicate?

A. The leaving time.

Q. 54: When two are given, what does it indicate?

A. The arriving and leaving time.

Q. 55: How are schedule meeting points indicated?

A. In figures of full faced type.

Q. 56: When both leaving and arriving times are in full faced type what does it indicate?

A. That one or more trains are to be met or passed.

Q. 57: If there are one or more trains to be met or passed, a train between two times, or more than one train to meet or pass at any point, how is attention called to it?

A. By small figures showing number of trains to be met or passed.

Q. 58: When the following signs are placed before the figures of the schedule, what does it indicate?

S Stop.

\* Trains do not stop for passengers.

‡ Stop for meals.

F Flag station.

E Leaving time.

A Arriving time.

T Turn table.

D T Double track.

Q 59: What do the following signs indicate?

D Day telegraph station.

N Night telegraph station.

D N Day and night telegraph station.

W Water

Y Wye

C Coal.

Q. 60: How are names of stations at which there are sidings for meeting and passing trains indicated?

A. In full face type.

- Q. 61: When must night signals be displayed?  
A. From sunset to sunrise.
- Q. 62: When weather or other conditions obscure day signals, must night signals be displayed also?  
A. Yes.
- Q. 63: What does red indicate?  
A. Stop, and as prescribed by rules.
- Q. 64: Green?  
A. Proceed, and as prescribed by rules.
- Q. 65: Yellow?  
A. Yellow is caution.
- Q. 66: White and green?  
A. Flag station.
- Q. 67: What does a red fusee indicate?  
A. Stop until burned out.
- Q. 68: Yellow fusee?  
A. Caution.
- Q. 69: What precaution is necessary in placing fusee?  
A. Must not place them near public road crossings, drawbridges or where they are liable to start fire.
- Q. 70: What is a signal to stop?  
A. Swung across the track.
- Q. 71: A signal to proceed?  
A. Raise and lower vertically.
- Q. 72: Signal to back?  
A. Swung vertically in a circle across the track.
- Q. 73: Signal for train parted?  
A. Swung vertically in a circle at arms length across the track.

- Q. 74: Signal to apply air-brake?  
A. Swung horizontally in a circle.
- Q. 75: Signal to release air-brake?  
A. Held at arm's length above the head, lowered, and raised again until responded to.
- Q. 76: Do you understand that any object waved violently by any one on or near the track, is not to be passed unnoticed?  
A. Yes.

### Locomotive Whistle Signals.

- Q. 77: One short?  
A. Stop, apply brake.
- Q. 78: Two short?  
A. Answer to any signal not otherwise provided for.
- Q. 79: Three short when standing?  
A. Train will back.
- Q. 80: Three short when running?  
A. Will stop at next station.
- Q. 81: Four short.  
A. Call for signal.
- Q. 82: One short and one long, when double heading?  
A. Air brake failed on leading engine, second engine take control of brakes.
- Q. 83: One short, a long and a short?  
A. Notice to track men and others of fire or stock on the line, and that their services are required.

- Q. 84: Two short and a long?  
A. Answer to, attention called to signal carried.
- Q. 85: Two long?  
A. Proceed, release brakes.
- Q. 86: Three long, when train is running?  
A. Train parted, and answer to train part signal.
- Q. 87: Four long?  
A. Calling flagman from west or south.
- Q. 88: Five long?  
A. Calling flagman from east or north.
- Q. 89: One long and two short?  
A. To call the attention of trains affected to signals carried.
- Q. 90: One long and three short?  
A. Train will stop, flagman drop off and protect rear of train.
- Q. 91: Two long and two short?  
A. To be sounded at whistling posts when approaching public road crossing, at grades and approaching curves.
- Q. 92: One long?  
A. To be sounded when approaching stations, junctions, draw-bridges, railroad crossings, etc.
- Q. 93: A succession of short whistles?  
A. Is an alarm that persons or cattle are on the track, notice to trainmen of danger ahead.
- Q. 94: What does the explosion of one torpedo indicate?  
A. Stop.

Q. 95: Two torpedoes not more than 200 feet apart?

A. Caution.

Q. 96: What precaution is necessary in placing torpedoes?

A. They must not be placed at public crossings or stations or where persons are liable to be injured by them.

### Air Whistle and Bell Cord Signals.

Q. 97: With bell cord what does one tap indicate when train is running?

A. Train parted.

Q. 98: Two when standing?

A. Start.

Q. 99: Two when running?

A. Stop.

Q. 100: Three when standing?

A. Back up.

Q. 101: Three when running?

A. Stop at next station.

Q. 102: Four when standing?

A. Apply and release air-brake.

Q. 103: Four when running?

A. Reduce speed.

Q. 104: Five when standing?

A. Call in flagman.

Q. 105: Five when running?

A. Increase speed.

Q. 106: Six when running?

A. Furnish more steam for heater.  
(Nigger cold.)



Q. 107: Seven when running?

A. Release brakes, or a sticking brake.

### Train Signals.

Q. 108: What signal in head lamp of every engine at night?

A. White.

Q. 109: What must be done with the headlight when the engine is in siding, switches secure, or at double track, clear of signal track, junction, and clear of main track?

A. Covered.

Q. 110: Must headlight be concealed before all trains using the same siding are clear of main track and switches secured?

A. No.

Q. 111: When the engine of a train at night is backing and not pushing any cars, what light must be displayed on tender in the direction in which the engine is moving?

A. White.

Q. 112: What lights will yard engines display in headlamps by night.

A. White.

Q. 113: If no headlight on rear of yard engine, what other lights must be displayed?

A. Two white lights.

Q. 114: Will yard engines display markers?

A. No.



Q. 115: What are markers; where are they displayed, and what do they indicate?

A. A green flag by day, a green light by night, to the front and side, and a red to the rear, displayed on rear end of train, and indicates rear end of train.

Q. 116: If at a meeting point a train met or passed you without displaying markers, what would it indicate, and what would you do?

A. It would indicate that all the train had not arrived; wait for it unless otherwise instructed.

Q. 117: When trains have taken sidings to be passed by another train, what light will be displayed on the rear when train is clear of the main track and switches right and secured?

A. Green.

Q. 118: What light must be displayed on cupola of van at night?

A. Green to the front and red to the rear.

Q. 119: What change is made in cupola lights when train is in the clear and switches secured?

A. White to the front and green to the rear.

Q. 120: What do two green flags by day, and in addition to green lights by night, on the front of an engine indicate?

A. That a section of that train is following.

- Q. 121: On what part of an engine are signals always displayed?
- A. On the front end in the places provided for that purpose.
- Q. 122: What sections of a train display signals?
- A. All sections except the last.
- Q. 123: Must a train displaying signals see that the following section does not pass them unless authorized by train orders or as prescribed by rules?
- A. Yes.
- Q. 124: What do two white flags by day and two white lights by night on the front of an engine indicate?
- A. The train is running as an extra.
- Q. 125: Where are such signals always displayed?
- A. On the engine near its front end.
- Q. 126: When two or more engines are coupled to a train, which engine displays and gives signals?
- A. The leading engine.
- Q. 127: If only one flag or light is displayed, when in rules two are prescribed, how must it be regarded?
- A. The same as two.
- Q. 128: Who is responsible for proper display of signals?
- A. Engineer and Conductor.
- Q. 129: When cars are pushed by an engine, what lights must be displayed on front of leading car at night?
- A. White.

- Q. 130: Is this necessary when switching or making up trains in yards?
- A. No.
- Q. 131: Is it always necessary over public crossings, at grades even in yards?
- A. Yes.
- Q. 132: Must each car on passenger trains be connected by communicating signal appliances?
- A. Yes.
- Q. 133: What does a blue flag by day and a blue light by night indicate?
- A. That workmen are under or about the car, engine or train.
- Q. 134: Who are authorized to remove blue signals?
- A. The same workmen who placed them there.
- Q. 135: Under what conditions may cars be placed on same track so as to intercept view of blue signal?
- A. By first having workmen remove blue signal until cars are placed.

### Fixed Signals.

- Q. 136: What does a green light at a switch or the target parallel with the main track, indicate?
- A. Switch is set for main track.
- Q. 137: What does a red light or target at right angles to the main track indicate?
- A. Switch is set for other than the main track.

Q. 138: What is the ordinary normal indication of yard limit signals, and of fixed protection signals at railway crossings, at grades, junctions, draw-bridges, end of double track, and other points?

A. To stop.

Q. 139: When there is no one on duty, what is the normal indication referred to?

A. Proceed.

Q. 140: When the semaphores are used, what is "stop" indication?

A. A red light or the arm in horizontal position.

Q. 141: What is "proceed" indication?

A. A green light, or the arm in a diagonal position, at an angle of 60 degrees below the horizontal line.

### Use of Signals.

Q. 142: How is a signal imperfectly displayed, or the absence of a signal at a place where one is usually shown, to be regarded, and to whom must it be reported?

A. As a stop signal; report to superintendent.

Q. 143: What signal is to be used to stop a train at a flag station indicated on the schedule of that train?

A. A combination green and white.

Q. 144: What signal is to be used to stop a train at a point that is not a flag station for that train?

A. Red.

Q. 145: Must an engine bell be rung when an engine is about to be moved?

A. Yes.

Q. 146: When approaching public road crossings, what whistle signal must be given and what distance?

A. Two long and two short; 80 rods or a quarter of a mile.

Q. 147: What whistle signal at whistling posts?

A. Two long and two short.

Q. 148: At stations, watering, fueling points, drawbridges, R. R. crossing, what whistle signals, and what distance from each?

A. One long; distance one mile.

Q. 149: To what trains must an engine displaying green signals give the engine whistle signal one long and two short, and what answer must it receive?

A. To every train of the same or inferior class, and to every train of superior class affected by the signals; answer is two short and one long.

Q. 150: If no answer is received, what must be done?

A. Stop and notify it of the green signals displayed.

Q. 151: Do you understand that whistle and bell must not be used unnecessarily near passenger trains, and only as prescribed by the rules to prevent accident?

A. Yes.

## Classification of Trains.

Q. 152: Are trains of the first class superior to trains of the second class, and so on?

A. Yes.

Q. 153: Are extra trains all inferior to regular trains?

A. Yes.

Q. 154: When does a regular train lose its schedule rights?

A. 12 hours behind its schedule time.

Q. 155: When do all orders issued to a regular train become void?

A. When that train becomes 12 hours late.

Q. 156: After a regular train loses its right, in what way will it be authorized to move?

A. By the authority from the train dispatcher, or as per rule.

Q. 157: If No. 2 was due at B at 7:00 A. M., and an extra held an order reading "No. two (2) will run eleven (11) hours late, A. to D.," how long should extra wait at B for No. 2?

A. Until No. 2 arrives or becomes 12 hours late.

Q. 158: If extra 430 held an order to meet No. 2 at B, at which point No. 2 was due at 7:00 A. M., how long should extra 430 wait for No. 2?

A. Until No. 2 arrived or until No. 2 became 12 hours late.

Q. 159: If No. 2 was in sections and the first section passed B 11 hours and 30



minutes late, how long should extra 430 wait for second section?

A. Until No. 2 was 12 hours late on her schedule time.

Q. 160: When would section No. 2 lose right of track?

A. When first section becomes 12 hours late.

Q. 161: Are all sections of a train entitled to the same schedule rights?

A. Yes.

Q. 162: May a train leave its initial point on any section or branch, or a junction, or pass from double to single track before it has ascertained whether all trains due which are superior to it or of the same class, have arrived or left?

A. No.

Q. 163: What is required of you in regard to bulletins before leaving the initial point of any section or branch?

A. Read and sign for them unless otherwise directed.

Q. 164: What is required of you in regard to registers at registering points?

A. Must be examined and your train registered unless otherwise directed.

Q. 165: Where are registering points designated?

A. In the time card.

Q. 166: Where are registering stations located on the section over which you run?

A. (According to section over which you run.)

- Q. 167: Who checks register and procur terminal clearance?
- A. Conductor of train, engineer of lig engine.
- Q. 168: Do you understand that a train mu not leave its initial point on a section or branch without a termin clearance?
- A. Yes, unless otherwise directed.
- Q. 169: Name the junction, end of dou track, initial points on the sect over which you run?
- A. (As per section over which y run.)
- Q. 170: May a train leave a point at wh the yard limit signal indicates sto
- A. No.
- Q. 171: May a train leave its initial po on any section or branch or a ju tion on the time of an overdue tr of the same class, running in same direction?
- A. Yes, running on its own sched and the overdue train will run prescribed by rules.
- Q. 172: In case a leading section has pas such a point, would another t of the same class have a right to ahead of following section of s overdue train?
- A. Yes.
- Q. 173: Do you understand that a t must not start until a proper si is given?
- A. I do.



174: What is required of a train of an inferior class with respect to a train of superior class?

Must keep out of the way of superior class train.

175: What is required of a train that fails to clear the main track by the time required by rule?

It must be protected as prescribed by rule.

176: In what direction have trains right to track over trains opposing of the same class, on the section over which you run?

East bound, or even numbered trains.

177: At meeting points of regular trains of the same class, other than train order meeting points, which train must take the siding?

West bound or odd numbered trains.

178: When should it be in the siding, clear of the main line?

To clear the leaving time of the opposing train, according to rule on your particular road.

179: Which switch would it take?

First one.

180: When necessary to pass a switch to back in on a siding, what must be done?

Protect as per rule.

181: How many minutes must a train clear the time of a superior train?

At least five minutes before the leaving time of the opposing train.

- Q. 182: At meeting points fixed by train orders, which train must take siding when practicable?
- A. Inferior class trains or trains in the inferior direction, unless otherwise directed.
- Q. 183: Under what conditions may trains in the superior direction, not stop at schedule meeting or passing points of trains of the same class?
- A. Must stop clear of the switch to be taken by the opposing train, unless that train is due to leave with the tracks clear and switches right.
- Q. 184: How must the superior train approach all sidings until the expected train is met?
- A. Prepared to stop.
- Q. 185: May trains pass any meeting point without positively knowing that the train or trains are those which have right of track over them?
- A. No.
- Q. 186: How many minutes must an inferior train keep off the time of a superior train in the same direction?
- A. Ten minutes.
- Q. 187: If unauthorized by train order or block signal rule, when may one train follow another in the same direction, from a station?
- A. In 10 minutes, or on a report of its arrival from the station ahead.
- Q. 188: Must this interval be maintained except closing up at stations?
- A. Yes.

- Q. 189: If the train ahead is a passenger train, and the next station ahead is a telegraph office, what information do you require before following it, unless authorized by train orders or block signal rules?
- A. A report of its arrival at the next station ahead.
- Q. 190: If the telegraph line fails and you cannot get the information required in question, what do you require, and when may you go?
- A. A clearance, noting "wire failed," twenty minutes after.
- Q. 191: In case the station is not a telegraph office, when may you leave?
- A. Twenty minutes after the departure of the train ahead.
- Q. 192: May a train arrive at a station in advance of its schedule leaving time?
- A. Yes, 5 minutes, but not more than 5.
- Q. 193: May a train leave a station in advance of a schedule leaving time?
- A. No.
- Q. 194: May a first class train arrive at a station where only the leaving time is shown, more than 5 minutes in advance of its schedule leaving time?
- A. No.
- Q. 195: If a regular train falls back on the time of a regular train of the same class, does it lose its right over that train?
- A. No.

- Q. 196: What is required of a train unable to keep out of the way of a following train of the same class?
- A. Will allow the following train to pass, and each proceed on its own right.
- Q. 197: Under what conditions may a section pass another section of the same train?
- A. By an order from the dispatcher, and as provided by rules with the exchange of all train orders.
- Q. 198: In case a train overtakes a train of the same or superior class, so disabled that it cannot proceed, under what conditions may it pass the disabled train?
- A. By assuming its schedule, taking its train orders, and displaying its signals.
- Q. 199: When a disabled train is passed by a following train which has assumed its schedule and orders, under what right does the disabled train move?
- A. The disabled train will assume the schedule, take the train orders, and display the signals of the last train with which it exchanged, and will proceed, and will report at the first office at which an operator is accessible.
- Q. 200: What authority is required for running an extra train?
- A. Orders from the dispatcher.

Q. 201: By whose authority shall a train display green signals for a following train?

A. Dispatcher's, except as prescribed by rules.

Q. 202: When green signals displayed for a section, are taken down at any point except a terminal point of any section or branch, before the train for which they were displayed arrives, what is required of conductors?

A. Before taking down signals, must arrange with operator or with flagman left for the purpose, to notify all trains of the same or inferior class, and opposing trains of superior class affected by these signals, that the train for which these signals were displayed has not arrived; he must obtain in writing from the operator or flagman left, an understanding to notify such trains. The latter must remain on duty unless otherwise directed by dispatcher, who will then be responsible.

Q. 203: How must trains approach stations, junctions, end of double track, watering and fueling points?

A. Cautiously; prepared to stop.

Q. 204: Must extra trains approach above points with extra precaution?

A. Yes.

Q. 205: How must all trains except first class trains, approach and pass through yard limits defined by the yard limit boards?

A. Prepared to stop.

Q. 206: How must an approaching train finding the yard limit signal displayed at "stop," be governed?

A. Stop outside it, sound one long whistle, then move ahead cautiously with a flagman in advance, unless the track is seen to be clear and unobstructed.

Q. 207: Should any portion of the train remain outside the yard limit signal, what must be done?

A. It must be protected, as per rule.

Q. 208: If a train enters a yard when the signal is displayed at "stop," what precaution is required if the track cannot be seen to be clear?

A. Follow a flagman in advance.

Q. 209: Do you understand that trains must stop and procure signal from signalman before passing over drawbridge or R. R. crossing, at grades, unless there is an interlocking plant?

A. Yes.

Q. 210: What speed must passenger and freight trains, respectively, not exceed, over R. R. crossings and drawbridges?

A. Passenger, 12 miles per hour; freight, 8 miles per hour.

Q. 211: What signal must engineers on every train except passenger train, get from conductor one mile from every siding at which the train is not required to stop?

A. Proceed signal.



Q. 212: What is required of engineer if he does not get signal in question?

A. Stop clear of the switch to be taken by opposing train.

Q. 213: Must brakemen be on top of mixed freight and work trains one mile from, and until a quarter of a mile past stations, yard limits, draw-bridges, and R. R. crossings at grades, and also on descending or ascending grades, or at any other point or time where or when their services are liable to be required?

A. Yes.

Q. 214: Where must there be a brakeman on any freight train, standing or in motion, on ascending grade, and passing and leaving a station?

A. On the rear car.

Q. 215: What is the maximum time road crossings are allowed to be blocked?

A. Not more than five minutes.

Q. 216: Do you understand that freight cars must not be placed on trains in rear of cars which have passengers in them?

A. I do.

Q. 217: Do you understand engines on trains must not be changed without permission from the dispatcher, except in cases of emergency, when the dispatcher cannot be communicated with?

A. I do.

Q. 218: In such as above cases, when must dispatcher be advised of it?

A. First available telegraph station.

Q. 219: What are the duties of conductor and engineer, relating to other trains, when such a change is made?

A. Stop and notify them of the change made.

Q. 220: May engines under steam be left on the main track or any other track, with switches set for main track, without an authorized person in charge?

A. No.

Q. 221: When are engineers responsible for movement of engines?

A. From the time they take charge of them until they turn them over to the hostler.

Q. 222: When a train has occasion to stop on the main track, should care be taken to stop where the view is long and clear, and if practicable, where there is no curve within half a mile of its rear?

A. Yes.

Q. 223: When must the flagman go back and protect rear of train?

A. When a train stops on the main track under circumstances under which it may be overtaken by another train, and not otherwise protected.

Q. 224: What distance go back under following conditions: In daytime, when there is no down grade within one mile of its rear and there is a clear view of its rear of 2,000



yards, 40 telegraph poles, from an approaching train?

A. Five hundred yards, 10 telegraph poles.

Q. 225: At other times and places, if there is no down grade within one mile of its rear?

A. Twelve hundred yards, 24 telegraph poles.

Q. 226: If there is a down grade within one mile?

A. Eighteen hundred yards, 36 telegraph poles.

Q. 227: How far beyond prescribed distance and on what rail must flagman place torpedo?

A. Five hundred yards, 10 telegraph poles, on engineer's side.

Q. 228: How far apart must torpedoes be placed?

A. Two rail lengths.

Q. 229: Must flagman take position where there is an unobstructed view of him on an approaching train, if possible 500 yards, 10 telegraph poles?

A. Yes.

Q. 230: How long must flagman remain in prescribed position?

A. Until called or relieved.

Q. 231: If at night he is called before another train arrives or when weather or other conditions obstruct day signals, or when snow plow or flanger may be running, what other signals must he use to insure full protection?

A. A fusee burning red.

Q. 232: Must front portion of train be protected as well as rear, when necessary?

A. Yes.

Q. 233: If there be no front end brakeman to protect the front end of train, who will do so if necessary?

A. Fireman.

Q. 234: What equipment do flagmen require for day and what for night?

A. A red flag and four torpedoes for day; a red light and four torpedoes, three red fusees and a supply of matches by night.

Q. 235: Do you understand that trains and yard engines have the right to work on main line within yard limits, on the time of all trains except first class trains?

A. I do.

Q. 236: Must a train on the main track in yards, equipped with yard limit signals, be protected by such signals against all trains?

A. Yes.

Q. 237: Do you understand a train on the main track at watering and fueling points, or between switches at a station, is not required to protect itself against extra trains except those that have been given right of track over it, unless curvature or weather or other conditions prevent a clear view of its rear 1,000 yards, 20 telegraph poles, from following train?

A. I do.

- Q. 238: When flagman is protecting rear of train, who takes his place?
- A. Front brakeman or baggageman on passenger train.
- Q. 239: When a train is delayed or approaching a point at which it will stop, and should be protected by a flagman, when is flagman to drop off?
- A. As soon as he can safely do so.
- Q. 240: In case a train is unable to reach the next station to clear an approaching train, how must it be protected?
- A. It must be immediately protected, front and rear, as prescribed by rule.
- Q. 241: In case a train is to be moved in either direction, under protection, what distance must flagman precede and follow it, unless it is otherwise sufficiently protected?
- A. Twenty-five hundred yards, 50 telegraph poles, in advance; 2000 yards, 40 telegraph poles, in the rear, and the distance maintained.
- Q. 242: If a defect in the track affecting its safety is discovered by a passing train, what is flagman's duty?
- A. Go back and protect, as prescribed by rule, to stop and notify following train.
- Q. 243: When a rail is to be changed or the main track is otherwise unsafe for trains to pass over it, do you understand the defective spot must be protected, the same as a train?
- A. I do.

Q. 244: If it is impossible to thus protect defective point in either direction and do the required work, what signal will trackmen use?

A. A red flag by day, and in addition a red light by night, and when other conditions obscure day signals.

Q. 245: On what side of track will they be placed?

A. On engineer's side.

Q. 246: What whistle signal must be sounded by train so stopped?

A. One long and three short.

Q. 247: If a train explodes two torpedoes and finds a yellow flag or a yellow light, what does it indicate?

A. Indicates caution.

Q. 248: How should such train then proceed?

A. Run with caution until the defective track is passed, and be prepared to stop if necessary, for the next two miles.

Q. 249: Must exploded torpedoes be replaced?

A. Yes.

Q. 250: If a train does not make its usual speed and is liable to be overtaken by a train, what precaution must be taken?

A. A yellow fusee burning must be left on the track.

Q. 251: In case a train breaks in two, but not an air brake train, what is required of the front portion?

A. Must keep out of the way of rear portion, and sound three long whistles until it is known that the rear portion has been stopped.

Q. 252: What right would front portion have to return for detached portion?

A. A perfect right.

Q. 253: If you overtook a train that has parted, how would you be governed?

A. Remain there until the rear portion was removed, unless otherwise directed.

Q. 254: What precaution must be taken in regard to draft rigging before returning for detached portion?

A. Must be known to be in safe condition.

Q. 255: If in case of parting or doubling, the front portion reaches a station at which there is an operator, must the engineer get an understanding in writing from the operator that he will hold all trains until he arrives?

A. Yes.

Q. 256: When cars are pushed by engine, except in switching, must flagman take position on leading car?

A. Yes.

Q. 257: How must messages or orders respecting the movement of trains, or the condition of track or bridges, be sent or given?

A. In writing.

- Q. 258: To whom and from what point must delays to trains, fire, fences or telegraph line, live stock or the track, be reported?
- A. To the dispatcher, from the first station.
- Q. 259: To whom and at what point must defective track or anything affecting the safety, be reported?
- A. To dispatcher, from first station.
- Q. 260: After using main track switches, how should they be left?
- A. Set and locked for main track.
- Q. 261: How must other switches be left?
- A. As they are found.
- Q. 262: Who is responsible for the position of switches used by crew, except where switchmen are stationed?
- A. The conductor.
- Q. 263: Under what conditions may a switch be left open for another train?
- A. When another trainman has charge of it, or switchman.
- Q. 264: What position must those operating switches take while trains are passing?
- A. On the opposite side to switch.
- Q. 265: Who must see that switches are set right in front of train?
- A. Engineer.
- Q. 266: Do you understand that both conductor and engineer are responsible for the safety of their train, and



under conditions not provided by the rules, must take every precaution for their protection?

A. I do.

Q. 267: What is required of you in fog, smoky or stormy weather?

A. Extra precaution must be taken.

Q. 268: What are you to do in case of doubt or uncertainty?

A. Take the safe course, run no risk.

### Movement by Train Orders.

Q. 269: For movements not provided for by the time table, who will issue train orders?

A. Train dispatcher.

Q. 270: With what restriction may combination orders be given?

A. Providing there be no movement in order which does not directly affect the first named train in the order.

Q. 271: To whom are train orders to be addressed?

A. To train and to persons who are to execute or observe them.

Q. 272: If an order is addressed to a train, to whom must it be regarded as addressed to?

A. To conductor and each engineer and pilot, if there be one.

Q. 273: Must each receive a copy?

A. Yes.



Q. 274: What are the duties of conductors and engineers when they change off?

A. They must transfer all train orders and know they are understood, and obtain a written receipt, and conductors and engineers must compare their orders.

Q. 275: How must regular trains be designated in train orders?

A. By their number, followed by their engine number.

Q. 276: How must extra trains be designated in train orders?

A. By their engine number and directions when necessary.

Q. 277: How must extra trains be described?

A. Extra for freight train, passenger extra for passenger train, mixed extra for combination passenger and freight train, work extra for work train, plow extra for snow ploughs, engine extra for one or more engines coupled without cars.

Q. 278: When there are two or more engines on a train, which engine number will be used to designate the train?

A. The leading engine.

Q. 279: Do you understand that in the body of train order time and all numbers, except number of regular train, except in train orders form K, and of engines, and of the day of the month, when the day of the

week is given, must be written in words and duplicated by figures?

A. I do.

Q. 280: Must those who sign a 31 order read it aloud to the operator?

A. Yes.

Q. 281: Must the conductor personally deliver orders to those who should receive them?

A. Yes.

Q. 282: In case there is no conductor, who is to receive and deliver orders?

A. The leading engineer.

Q. 283: Are those receiving a 19 order required to sign for them?

A. No.

Q. 284: May a 19 order be issued to restrict the superiority of a train?

A. No.

Q. 285: When a 31 order has been sent and repeated, or X response sent, and the line fails before "complete" has been given, may a train proceed?

A. No.

Q. 286: If the wire fails before an office has repeated an order or sent the X response, is the order of any effect?

A. No.

Q. 287: Do you understand that engineers must read their train orders to their firemen, and conductors to their rear brakemen?

A. I do.

Q. 288: Do you understand that an order to be delivered to a train at a point which is not a telegraph office, may be sent in care of another train or person?

A. I do.

Q. 289: When a 31 order is used, on whose signature will "complete" be given?

A. Person by whom order is to be delivered.

Q. 290: For what purpose does the man carrying the order require an extra copy?

A. Upon which he shall take their signature.

Q. 291: To whom must the extra copy be given after securing signature required?

A. The first available operator.

Q. 292: Must orders so delivered be acted upon as if "complete" had been given in the usual way?

A. Yes.

N. B.—The superior direction is east, and even numbered trains are in the superior direction.

Q. 293: When a train is mentioned in an order, are all its sections included?

A. Yes.

Q. 294: Assuming that No. 2, first class, held an order to meet No. 1, first class, at A, and No. 1 displayed green signals, could No. 2 proceed, after meeting first section No. 1?

A. No.

Q. 295: If second No. 1 held an order "No. 2 will meet No. 1 at A," could second No. 1 proceed to A against No. 2?

A. Yes.

Q. 296: Assuming No. 2 held an order, "No. 2 will meet No. 37 at A," and No. 37 displayed green signals, could No. 2 proceed, after first meeting No. 37?

A. No.

Q. 297: Assuming third No. 37 held a copy of the above order, could it run against No. 2 to A?

A. Yes.

Q. 298: Has a section of a train any right to follow a preceding section against and on the time of a superior train, unless authorized by train orders to do so?

A. No.

Q. 299: Assuming train No. 2 and No. 3, of the same class, and No. 2 held an order, "No. 2 will meet No. 1 at A and second No. 3 at C," second No. 3 displays green signals; how would No. 2 be governed as to first and third No. 3?

A. First and third No. 3 would have to keep out of No. 2's way.

Q. 300: With the following order, "Engine 80 and 85 will run as first and second No. 37 D to A, first No. 37 will meet No. 2 at C," could second No. 37 follow first No. 37 against No. 2 to C?

A. No.

Q. 301: Assuming extra No. 369 held an order to meet second No. 2 at B, how would it be governed as to first and third No. 2?

A. It would keep out of the way of first and third No. 2.

Q. 302: If No. 2 held an order reading, "No. 2 will meet No. 1 at A," No. 1 displays green signal, and at A No. 2 received an order to meet second No. 1 at B, second No. 1 displays green signals, would No. 2 have a right to proceed from B against third No. 1?

A. No.

Q. 303: If your train received a meeting order against a superior train, and it read "This order to -----, at the meeting point," do you understand that the inferior train must use extra precaution in approaching the meeting point?

A. I do.

Q. 304: How long do train orders once in effect continue so?

A. Until fulfilled, superseded or annulled, or become void by a regular train losing its rights to track.

Q. 305: May any part of an order superseding a particular movement be either superseded or annulled?

A. Yes.

Q. 306: Where are train order signals to be found, and what are they to be used for?

A. At train order office; for stopping trains, as per rules.

Q. 307: If a train is stopped by a train order signal, what must it have before proceeding?

A. A clearance.

Q. 308: If an engine passes a train order signal indicating "stop," may it proceed without a clearance?

A. No.

Q. 309: May a train which has not been stopped by a train order signal, afterwards proceed without a clearance, if the train order signal indicates "stop?"

A. No.

Q. 310: What is required of you where a light is not displayed in a train order signal at a night telegraph office?

A. Stop and ascertain the cause, and report from the first telegraph station.

Q. 311: When an order signal of semaphore type is used, what is the "stop" indication?

A. A red light or the arm horizontal.

Q. 312: What is "proceed" indication?

A. A green light or the arm at diagonal position.

Q. 313: Where target type is used, what is "stop" signal?

A. A red light or the target at right angle to the main track.

Q. 314: What is "proceed" indication?

A. A green light or the target parallel with the main track.



Q. 315: If train No. 2 and No. 1 held an order to meet at B, what train takes siding?

A. No. 1.

Q. 316: If up Extra 619 and down Extra 324 held an order to meet at B, which train would take the siding at B?

A. Up Extra 619, west bound train.

Q. 317: Assuming No. 1 and No. 3 held an order, "No. 1 will pass No. 3 at A," how must each be governed?

A. Run to A and allow No. 1 to pass promptly.

Q. 318: Assuming No. 6, first class, held an order, "Extra 594 will run ahead of No. 6 from A to D," how would No. 6 be governed?

A. Will not exceed the speed of Extra 594 A to D, keeping a sharp lookout for it.

Q. 319: If No. 6 overtook Extra 594 at C, how would Extra 594 be governed?

A. Allow No. 6 to pass it promptly.

Q. 320: May a train receiving an order that another train will pass or run ahead of it, exceed the speed of the other train between the points designated?

A. No.

Q. 321: Do you understand that a train receiving an order to run ahead or pass another train, is not required to keep clear of the time of such other train, but must be protected when it is liable to be overtaken by it?

A. I do.



Q. 322: Assuming No. 2 held an order, "No. 21 has right over No. 2 A to D," may No. 2 pass D before the arrival of No. 21, and how must it proceed?

A. Yes, proceeding on its own right, and keeping off the time of No. 21, D to A.

Q. 323: Which of the above trains, No. 2 or No. 21, is entitled to main track at A and D?

A. No. 2.

Q. 324: Which at B and C?

A. No. 21.

Q. 325: If No. 2 met 21 at C, what is required of No. 2?

A. Stop No. 21, and notify it of No. 2's arrival.

Q. 326: If No. 21 makes E, a point beyond the limit named in the order for No. 2, what is No. 21 required to do?

A. Stop No. 2 and notify it of No. 21's arrival.

Q. 327: Assuming orders read "Extra 209 has a right over No. 2 A to D," under what circumstances could No. 2 pass D?

A. On the arrival of Extra 209.

Q. 328: If Extra 209 afterwards received an order at B to meet No. 2 at C, which train would take the siding?

A. No. 2.

Q. 329: If at D No. 2 received an order "Extra 209 will wait at C until 10 a. m.

for No. 2," what time would No. 2 be required to clear main track at C?

A. Ten a. m.

Q. 330: If Extra 209 reached D before meeting No. 2, what would it be required to do?

A. Keep out of the way of No. 2.

Q. 331: Assuming all regular trains have right of track over No. 2 between A and D, how must No. 2 run with regard to all regular trains?

A. As though it was an extra, keeping clear of all regular trains.

Q. 332: How would No. 2 be governed as to No. 16, third class train?

A. Keep clear of it between A and D.

Q. 333: Assuming engine No. 90 held an order "Line clear to D for engine 90" what right does it confer?

A. The right of track for engine 90, from where it received the order, to D.

Q. 334: In case it stopped between A and D, would it require to be protected by a flagman?

A. Yes.

Q. 335: Must trains running on line clearance orders observe rule for following train?

A. Yes.

Q. 336: Assuming No. 2, first class, held an order, "No. 2 will run 50 minutes late A to D," how must it proceed?

A. As though its schedule time was 50 minutes later.

Q. 337: If No. 2 is due to leave A at 8 a. m., B at 8:30, C at 8:50, D at 9:20, and No. 1, same class, held an order, "No. 2 will run 50 minutes late A to C, 40 minutes late C to D, and 30 minutes late D to E," what time would No. 1 require to clear main track, with switches right and secure, at:

A. B 9:20.

A. C 9:30.

A. D 9:50.

Q. 338: Under same schedule and orders, what time should an inferior class require to be clear of main track at:

A. B 9:15.

A. C 9:25.

A. D 9:45.

Q. 339: What time could No. 2 leave each of above points?

A. B 9:20.

A. C 9:30.

A. D 9:50.

Q. 340: If No. 1 held an order, "No. 2 will wait at C until 9:05 a. m. for No. 1," both first class trains, what time should No. 1 be clear of main track at C, with switches right and secure?

A. 9:05 a. m.

Q. 341: If No. 2 was due at C at 8:50 and Extra 430 held an order, "No. 2 will wait at C until 9:05 for Extra 430," what time should Extra 430 be clear of main line at C, with switches right and secure? **L. of C.**

A. At 9:00 a. m.

Q. 342: If Extra 430 did not arrive at C at 9:05, at what time could No. 2 proceed from C?

A. 9:05.

Q. 343: If Extra 430 arrived at C at 8:55, at what time could No. 2 leave C?

A. On arrival of Extra 430.

Q. 344: If engines 80, 85 and 90 held an order, "Engines 80, 85 and 90 will run as 1st, 2nd and 3rd No. 1, Down to Berlin," what would be required of them?

A. Engine 80 will run as 1st No. 1; 85 as 2nd No. 1, displaying green signals; engine 90 will run as 3rd No. 1, not displaying green signals, to Berlin.

Q. 345: Assuming engines 85 and 90 held an order, "Engine 85 will run as 2nd No. 1 and display green for engine 90, London to Dover," how would engine 90 proceed?

A. Engine 90 will run as the next section between the points named, but will not display green signals.

Q. 346: If at Paris orders were received, "Engine 85 is annulled as 2nd No. 1 from Paris, following sections will change numbers accordingly," how would engines 85 and 90 be governed?

A. Engine 85 will take down her signals, ask for instructions; engine 90 will run as 2nd No. 1, not displaying signals.

Q. 347: If at Havre orders were received, "Engine 90 is annulled as 2nd No. 1

from Havre," what would be required of engines 80 and 90?

A. Engine 80 would take down her signals and proceed on No. 1; engine 90 would ask for instructions.

Q. 348: If engine 99 held an order, "Engine 99 will run extra A to D," how must it proceed?

A. Proceed as an extra A to D, keeping clear of all regular trains, as required by rules, displaying white signals.

Q. 349: If engine 77 held an order, "Engine 77 will run passenger extra, leaving Dublin on Thursday, February 17th, as follows, with right over all trains,

Dublin, 8 a. m.

Edinburgh, 8:30,

London, 8:55,

Dover, 9:10," what signals should it carry?

A. Two whites.

Q. 350: How much should all trains clear it?

A. An opposing train 5 minutes; a train in the same direction, 10 minutes.

Q. 351: If orders read, "Except No. 1, first class," how many minutes should it clear No. 1?

A. Five minutes.

Q. 352: If Extra 77 held an order to run 30 minutes late, on schedule, on above order, how much of this time could be used by trains over which Extra 77 had right of track?

A. Twenty-five minutes.

Q. 353: If engine 292 held an order, "Engine 292 will work extra 6 a. m. until 7 p. m. between A and D," what would it be required to do?

A. Keep clear of all regular trains.

Q. 354: How should an extra D to A that received a copy of above order at D, be governed?

A. Must not enter into limits named in the order until the time named has expired, without orders to do otherwise, unless protected.

Q. 355: When must work Extra 292 be clear of main track, under this question?

A. At 7 p. m.

Q. 356: If Work Extra 292 received orders, "Work Extra 292 will keep clear of or protect against down Extra 223 between A and D after 2:10 p. m.," what would it be required to do?

A. Get out of the way of Extra 223, or protect itself.

Q. 357: How should down Extra 223 be governed?

A. No. 223 Must not pass within the limits named, before the time given.

Q. 358: If down Extra 223 received an order, "Extra 223 protect against Work Extra 292 between A and D," how would it proceed?

A. Under protection as per rule.

Q. 359: If Work Extra received orders in question 353, with the words "protecting itself," added, how should it be governed?

A. It should be protected at all times in both directions.



- Q. 360: May work extras work on the time of regular trains without orders?
- A. No.
- Q. 361: Work Extra 275 has right over all trains between A and D from 7 a. m. until 12:30 p. m., when should it clear main track?
- A. 12:30 p. m.
- Q. 362: If No. 2 received above order at A, how should it be governed?
- A. No. 2 must not enter limits named until after 12:30 p. m., unless authorized to do so.
- Q. 363: If an extra received this order?
- A. Extra must not enter limits named until after 12:30 p. m., unless authorized so to do.
- Q. 364: If No. 2 held an order addressed to operator at A, reading, "Hold No. 2, engine 85," or "Hold all down trains," how should No. 2 be governed?
- A. No. 2 will respect the order as though it was addressed to it, and must not proceed unless orders to the contrary, such as "Superseded," "Annulled," or "You may go."
- Q. 365: If Extra 409 held an order, "Extra 409 will hold at B," how should it be governed?
- A. No. 409 must not proceed from the point named, until the order is superseded, annulled, or an order is received, "You may go from B."
- Q. 366: If a train held an order to run at a specified number of miles per



hour, do you understand the specified time must not be made unless safe to do so?

A. Yes.

Q. 367: "No. 1 of Thursday, February 24th, is annulled between A and B," how does this affect the right of that train?

A. No. 1 loses right of track under both train orders and schedule, between the points named.

Q. 368: How would other trains be governed between A and B?

A. As though there was no No. 1 of that date between points mentioned.

Q. 369: When a train is annulled to any given point, are its rights affected beyond that point?

A. No.

Q. 370: When a train has been annulled, may it again be restored under its original number by train orders?

A. No.

Q. 371: If Extra 432 held an order to meet No. 2 at B, and at B Extra 432 received an order that No. 2 was annulled between A and B, could Extra 432 proceed against No. 2, B to A?

A. Yes.

Q. 372: Must an order annulling another order be numbered and signed for, the same as any other order?

A. Yes.

Q. 373: May an order that has been annulled be re-issued under its original number?

A. No.

Q. 374: May an order that has been superseded be re-issued under its original number?

A. No.

Q. 375: May an order that has been superseded be restored by annulling the superseding order?

A. Yes.

### Interlocking Rules.

Q. 376: What is an interlocking station?

A. A place from which an interlocking plant is operated.

Q. 377: What are interlocking signals?

A. The fixed signal of an interlocking plant.

Q. 378: What is a home signal?

A. A fixed signal where trains are to stop, when the route is not clear.

Q. 379: What is a distant signal?

A. A fixed signal used in connection with the home signal, to regulate the approach thereto.

Q. 380: A dwarf signal?

A. A low fixed signal.

## Signals.

Q. 381: When the arm of a home signal is horizontal or a red light displayed, what does it indicate?

A. Stop, route not clear.

Q. 382: When the arm is diagonal or a green light displayed, what does it indicate?

A. Route clear, proceed.

Q. 383: When the arm of a distant signal is horizontal, or a yellow light is displayed, what does it indicate?

A. Home signal at stop, proceed cautiously to home signal.

Q. 384: When the arm is diagonal, or a green light displayed, what does it indicate?

A. Home signal clear, proceed.

Q. 385: How is the arm of a distant signal distinguished from that of a home signal?

A. Distant, a forked end; home, a square end.

Q. 386: On which side of the signal mast is the governing arm displayed to an approaching train?

A. On the right side.

Q. 387: Does the back view of a signal govern the movement of a train?

A. No.

Q. 388: When there is more than one signal at a mast, which signal governs the main track?

A. The highest one.

Q. 389: In case of a dwarf signal, which track does it govern?

A. The track to the right.

Q. 390: Do interlocking signals, unless otherwise provided, affect the movement of trains under the time table or train rules?

A. No.

Q. 391: Do they dispense with the use of or the observance of other signals whenever they may be required?

A. No.

Q. 392: May trains or engines run beyond a signal indicating "stop?"

A. No, only as per rule.

Q. 393: If a "clear" signal, after being accepted, is changed to a "stop" signal, before it is reached, what is required of the train?

A. Stop.

Q. 394: May an engineer or trainman accept "clear" hand signals as against fixed signals, before they are fully informed of the situation, and know they are protected?

A. No.

Q. 395: When fixed signals are in operation, may trainmen give "clear" hand signal against them?

A. No.

Q. 396: What whistle signal must engineer of a train which has parted, sound, approaching an interlocking station?

A. Three long.

Q. 397: Must an engineer answer a train parted signal received from a signal man?

A. Yes.

Q. 398: Must the signal man be notified after a parted train has been recoupled?

A. Yes.

Q. 399: Must sand be used over movable parts of the plant?

A. No.

Q. 400: What is required of trains or engines stopping in making a movement through a plant, before moving in either direction?

A. Must not move in either direction until they have received the proper signal from signal man.













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